

NEW YORK—CORPORATION OF TROY—NAVIGATION OF  
HUDSON RIVER.

MAY 26, 1834.

Referred to the Committee of the Whole House to which is committed the bill (H. R. No. 159) *making an appropriation for the improvement of the navigation of the Hudson river.*

*To the Senate and House of Representatives of the United States of  
America in Congress assembled:*

The mayor, recorder, aldermen, and commonalty of the city of Troy, in the county of Rensselaer, and State of New York, ask leave respectfully to approach your honorable bodies, and to express the deep solicitude pervading this community in regard to the removal of the sand bars and shoals which obstruct the navigation of the Hudson river near the head of its tide waters. The positions, nature, and extent of those obstructions have been fully set forth and defined by the able engineer, De Witt Clinton, Esq., who, by order of the General Government, in the summer of 1831, made an accurate and particular survey of the river, and to whose report upon this subject your memorialists respectfully refer, and, at the same time, would express their fullest approbation and confidence in the mode proposed by him for their removal, to wit, by the erection of wharves or piers placed parallel with the current, to prevent its spread, and to give to it the proper direction, and by dredging, and also in his estimates of the probable cost of the work.

Your memorialists further represent that the city of Troy, being situated on the eastern shore of the Hudson river, at the head of its tide and natural sloop navigation, early became the landing place and place of deposit and trade for large sections of the countries and States lying northerly, easterly, and westerly from it, and a place to which the vessels of the Southern and Eastern States resorted for the purposes of commerce. That, in consequence of the construction of the Champlain and Erie canals, which fall into the Hudson at this place, our commercial connexions and intercourse have been extended to the great lakes and the countries and rivers bordering upon them; and the trade of our city, and the vessels resorting to it from other States and countries, and our own navigation, manufactures, warehouses, buildings, commerce, and population, have been very much enlarged, leaving reasonable indications of further increase. The population of this city, at the census of 1830, approached twelve thousand, and is now, at a moderate estimate, fourteen thousand. But, for a more particular exposition of the trade, navigation, manufactures, and business of this city, your memorialists refer to the statistical schedule accompanying this their memorial, and to the map, which shows the locations of the commercial villages of Lansingburg and Waterford, containing populations of about three thousand each, and of West Troy, lying opposite to this city, containing a population of one thousand five hundred, together

with the arsenal of the United States, valued, as we are informed by the officers having charge of it, at two millions of dollars.

The regulation of the trade of the several States with each other, and with foreign countries, and the revenue derived from it, was wisely confided to the General Government by the constitution, leaving upon that Government the resulting obligation of improving and repairing the navigable watercourses and ways through which this commerce is carried on. This principle has been uniformly acted upon by the General Government. Conceded by all the States and the people, and confirmed by the decisions of the courts—*Gibbon vs. Ogden*, 9th Wheaton's Reports, 196—and as the Hudson constitutes the greatest avenue and public highway for a much larger section of internal and external commerce than any other within the jurisdiction of Congress, it is considered that the States, countries, and persons concerned in it may rightfully and confidently look up to the General Government for the necessary and indispensable improvements and repairs required for its beneficial use.

The Champlain and Erie canals, with the several lateral canals of this State and Ohio, now give safe and easy water communications from the tide waters of the Hudson at Troy, to the farthest limits of the great lakes and the States and countries bordering upon them, leaving the only obstructions in the water communications of those countries with the seaboard remaining in the Hudson, enhancing the cost of transportation, and causing delays, vexations, and losses seriously embarrassing to commerce.

It is not only to the general commerce of these widely extended countries and the United States that the obstructions complained of are so highly prejudicial, but, as a national military highway, the Hudson, in connexion with the canals, it is believed, far exceeds any other in the Union in magnitude and usefulness. Transportation of arms, military stores, and men, to and from the now most considerable arsenal and military station in the Union, situated on the margin of the Hudson, opposite to the city of Troy, having the Hudson on the one side, and the Erie canal through its yard, renders the removal of the shoals in the Hudson, in the way of its approach, essential to the welfare of the nation.

The expense to the United States for transportation by land from the Hudson to the frontiers during the last war, and consequent delays and detriment to the service, is well known; since which, the State of New York, at its individual charge, has constructed, as well to facilitate the military operations of the General Government as for the benefit of commerce, the most durable, cheap, and efficient of all highways, its canals, while the Hudson river, over which the United States claims jurisdiction and derives revenue, but has been at no expense to improve, remains encumbered with the most vexatious obstructions, the most of which lay below their arsenal.

Your memorialists, for many years past, have seen with great satisfaction public moneys appropriated, and the constitutional powers of the General Government exerted, in the construction of expensive works for improving and bettering the navigation of the Mississippi, the Ohio, the Cumberland, the Tennessee, and many other rivers and harbors on the seaboard and the lakes, and indiscriminately as well upon "*arms of the sea*," where tides prevail, as upon the Hudson, where they do not; all of them no doubt of a national character, but none of them more so, or more needed, or of more magnitude, in a commercial or military point of view,

than the work now proposed. Your memorialists have, therefore, again respectfully but earnestly to crave the interposition and action of Congress in this highly important national work, and to pray that the necessary appropriations be made, and direction given for the prompt and effectual removal of the obstructions in the navigation of the Hudson from Waterford, or the State dam down, in the order and conformable to the surveys and reports of Mr. Clinton. And your memorialists will ever pray.

GEORGE TIBBITS, *Mayor*.

STATISTICAL ACCOUNT OF THE COMMERCE, NAVIGATION, AND MANUFACTURES OF THE CITY OF TROY.

*Of Navigation, Tonnage, &c.*

	Tons.		Tons.		
76 Troy sloops, amounting to	4,842	}	Each vessel averaging 18 trips to and from New York ; taking down full loads and bringing back half loads, and therefore transport per year	180,734	
10 boats towed by steam of 150 tons each -	1,500		}	Two of these are at all times under way, while the others are loading and unloading, and make two trips to New York per week, taking down 600 tons and bringing back 400 tons per week, for 40 weeks, is	40,000
6 steam boats, viz.					
Champlain -	550	}	Carrying passengers and merchandise to and from New York.		
Erie -	500				
Burden, launched and nearly finished -	560				
New London	200	}	Is a towing boat.		
John Mason -	150		}	These are employed in bringing up and taking down passengers and freight to and from the large boats when they ground upon the shoals above or below Albany, and in taking passengers to and from Troy and Albany, and towing canal boats to New York.	
James Fairly -	150				
5 schooners, regular Boston traders	710				

9,162

Exclusive of the foregoing, there are numerous foreign vessels from other landings on the river, or other States in the Union, bringing fish, oil, plaster, coal, iron, and other merchandise, and taking away flour, provisions, and lumber, of which no satisfactory account can be obtained, as there are no wharfingers. The wharves together make up a continuous line of one and a half miles along the shore, belonging to numerous separate individuals, who seldom charge wharfage; and no account is kept of this description of vessels or their cargoes. It is, however, ascertained from the books of the coal dealers and stove sellers that 2,000 bushels of Vir-

ginia coal were brought to this city last year, and mostly in out-of town vessels ; and from Philadelphia and the mouth of the Hudson and Delaware canal, 33,000 tons of anthracite coal, and from Philadelphia and New Jersey 1,200 tons of stove plates. These stove plates are here put together, and distributed and sold all over the Northern and Western country. This year there have been brought also from Philadelphia and New Jersey 600 tons of iron pipes and other castings for waterworks, exclusively in vessels from those States, and it will be a low estimate to put the transportation to and from Troy, upon the Hudson, by vessels not belonging to Troy, at 130,000 tons, and by vessels of all kinds at 300,000 tons.

Numerous rafts and floats of lumber, of which no account is taken or retained. It is sold and consumed in buildings here in part, but the most of it is distributed over the country, or to other landings on the river, or is taken by vessels to the markets of New York, Connecticut, New Jersey, &c.

#### *Canal Boats.*

The Troy and Erie line, Griffith & Co. proprietors. 29 boats, 30 tons each, is 870 tons.

Making 14 passages to Buffalo.  
14 do. back.

—  
28 passages, is 24,360.

Employing 116 men in the boats, 58 drivers, 29 female cooks.

The Troy and Oswego line, Griffith & Co. proprietors. 8 boats of 40 tons each, is 320 tons.

Making 16 passages up.  
16 do. down.

—  
32 passages, is 10,340.

Employing 30 men in the boats, 10 drivers, 3 female cooks.

The Troy and Utica line, Griffith & Co. proprietors. 3 boats of 40 tons each, is 120 tons.

Making 27 passages up.  
27 do. down.

—  
54 passages, is 6,480.

Employing 12 men in the boats, 6 drivers, 3 female cooks.

The above three lines employ 240 horses.

The Troy and Ohio line, Meach and Joyce proprietors. 18 boats of 30 tons each, is 540 tons.

Making 14 passages to Buffalo.  
14 do. down.

—  
28 passages, is 15,120.

Employing 90 hands in the boats, 36 drivers, 18 female cooks, 108 horses.

The Jordan line. 8 boats of 40 tons each, is 320 tons.

Making 16 passages up.  
16 do. down.

—  
32 passages, is 10,240.

Employing 30 men in the boats, 10 drivers, 8 female cooks.

The Northern Transportation line from Troy to Whitehall, Eddy and Comstock, proprietors. 42 boats of 45 tons each, is 1,890 tons.

Averaging 32 passages up.

32 do. down.

64 passages, is 120,960.

Employing 141 men in the boats, 40 drivers, 20 female cooks, 129 horses.

The Troy and Champlain line, E. Goodrich & Co. proprietors, running between Troy and Whitehall. 45 boats of 45 tons each, is 2,025 tons.

Averaging 32 passages up.

32 do. down.

64 passages, is 129,600.

Employing 145 men, 51 drivers, 30 female cooks, 102 horses.

### *Summary.*

29 boats of	30 tons,	is	870 tons,	making	passages	28	is	24,360 tons.
8 do.	40 do.	320 do.	do.	do.	32	10,340 do.		
3 do.	40 do.	120 do.	do.	do.	54	6,480 do.		
18 do.	30 do.	540 do.	do.	do.	28	15,120 do.		
8 do.	40 do.	320 do.	do.	do.	32	10,240 do.		
42 do.	45 do.	1,890 do.	do.	do.	64	120,960 do.		
45 do.	45 do.	2,025 do.	do.	do.	64	129,600 do.		
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6,085							317,100	
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The boats always come down full loaded, but return on the average with half loads; one-quarter may be deducted.

In addition, there are numerous boats belonging to individuals, estimated at one-half as many as belong to the regular lines, for which add 36 boats, 35 tons, each, 2,660 tons. Aggregate, 229 boats, 8,745 tons of canal boats.

Much of the produce, particularly salt brought from the West, is again shipped north to Lake Champlain; and large quantities are sent east in wagons, particularly flour, to supply the factories.

### *Of merchants and traders.*

16 Importing and wholesale merchant houses.

44 Wholesale and retail dealers.

213 Retail traders.

Population 14,000.

### *Banks.*

The Farmers' Bank, capital	-	-	-	-	\$278,000
Bank of Troy, do.	-	-	-	-	444,000
Merchants and Mechanics' Bank, capital	-	-	-	-	300,000
Troy City Bank, capital	-	-	-	-	300,000
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					\$1,322,000
					<hr/>

Their capital is all paid in, and they are in active and successful operation. Two fire insurance and marine insurance companies.



*Of manufactures within the city.*

The Troy iron spike and nail factory. These works convert annually into nails and spikes 1,500 tons Swedes and Russia iron ; 750 tons English iron ; 750 tons American iron, mostly from the counties of Essex and Clinton, in the State of New York. 900 tons of coal ; — cords of wood.

The iron works called the Albany nail factory, which makes into nails annually, 900 tons of Swedes and Russia iron ; 300 tons American iron, mostly from Essex and Clinton counties, west side of Lake Champlain. 800 to 900 tons of coal.

2 furnaces for making castings of all descriptions.

1 do. do. cast iron and butt hinges.

These three furnaces use annually 1,000 tons anthracite coal ; 300 tons Virginia coal.

Value of castings annually made, \$75,000.

1 manufactory of steam engines.

1 do. locks and brass hinges.

Value manufactured annually, \$10,000.

1 bell foundry where 25,000 pounds of church and ship bells are cast, annual value \$10,000.

2 manufactories of coaches and carriages of all descriptions, and from which (exclusive of home sales) there are sent annually to the States south of New York and to Spanish America, upon the average, more than 150 stage and other coaches. In addition to these, there are several smaller carriage and wagon makers.

8 tanners and couriers, where leather from foreign and domestic skins is made to the amount of \$340,000 ; boots and shoes to the amount of \$150,000 ; hats and caps to the amount of \$150,000.

In addition to these, there are numerous manufacturers of lighter articles, such as coach and other harness, men's stocks, collars, clocks, watches ; silversmiths, black and whitesmiths, axe makers, &c. &c., and shoes and boots for customers.

3 principal potteries. The raw material, clay, is brought by water from New Jersey. It is here wrought into wares, and distributed by way of the canals over the Northern and Western country. Value of wares manufactured annually, from 60 to \$75,000.

7 merchant flouring mills. They manufacture annually more than 500,000 bushels of wheat, exclusive of rye and Indian corn, of which no satisfactory account has been obtained.

2 mills exclusively for grinding plaster of Paris.

3 large cotton manufactories.

1 do. woollen do.

1 stocking manufactory, with 10 looms.

3 breweries, making, each, from 5,000 to 7,000 barrels of beer ; much of this beer is shipped to New York and the Southern States.

3 slaughter houses, for the killing and packing of beef and pork, at which, and the yards and stores to which hogs are brought, sold, and packed, 30,000 barrels of beef, 25,000 barrels of pork, 120,000 pounds of pork and beef hams, are cured and smoked.

*Manufactories situate without the limits of the city, but dependent on Troy for their sales, purchases, or transportation.*

It is ascertained that there are 67 cotton manufactories working annually 3,000,000 pounds of cotton, and producing 48,000 bales of yarn; 21,360 bales of cotton cloths.

41 woollen manufactories, working annually 1,000,000 or more pounds of wool into broad and narrow cloths, satinets, and flannels. It is estimated that the transportation of the foreign and domestic materials consumed in those cotton and wool manufactories is equal to that of the raw cotton and wool. All, or mostly, brought to Troy, on the Hudson, and passing from Troy, by the canals or roads, to the factories, and the manufactured articles returned by the same means to Troy, to be sold or shipped to other places.

It is also ascertained that 5,900 bales of wool, containing 1,250,000 pounds, were brought last year to this port in wagons and canal boats, but mostly by wagons, where it was sold and distributed to the manufacturers inland, or shipped to New York or the Eastern States.

Of the number of merchant and flouring mills in the country, which make Troy their port of transshipment or sale, we have no particular account, but they are numerous, particularly at the West, both in the States of New York and Ohio.

Of the furnaces and forges dependent on Troy for the sale or transshipment of their productions, we have no account of the number, nor the quantity of iron made, other than as will be seen above, under the head of spike and nail manufactories. It is well known, however, that large quantities of iron made on the west side of Lake Champlain, in the counties of Essex and Clinton, are made into chain cables and anchors, as well for the Government as the merchant service; all of which is transported to and from Troy by the canals and the Hudson. The Bennington send to Troy, by land, for sale, or to be shipped to New York or elsewhere, 3,000 tons, or thereabouts, of pig iron.

In the foregoing schedule, nothing is said of the trade and manufactures of West Troy, at 700 feet distance across the river, nor of the villages of Lansingburg and Waterford, all of which are equally dependent on the Hudson for transportation.

